

The China Mail

ESTABLISHED 1845

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No. 16.077.

三十一

SONGKONG, FRIDAY, NOVEMBER 13, 1914.

中英雙語

PRICE. 25.00 per Month

THORNE'S
No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House of Lords and House of Commons.

A. S. WATSON & Co., Ltd
WINE & SPIRIT MERCHANTS
44, QUEEN'S BULWARKS, HONGKONG.

ENGLISH VERBOTEN.

Two English nurses, Miss King and Miss Norris, both hailing from Sutton, Cambridgeshire, who have just returned to England from Berlin, say that on the whole they were treated with courtesy. One of the regulations forbade them to speak English in the street. On one occasion, Miss Norris said, she happened to make a chance remark in her native tongue to Miss King in one of the principal streets in Berlin. The remark was overheard by a well-dressed German, who sternly admonished her: "How dare you speak in English here!" he said. "You know you have got to use our language." "Of the happenings in England," said Miss King, "we learned the most alarming news. We were told that Englishmen disagreed with the war, and that a revolution was actually taking place. Everybody who spoke to said the bitterest things about Sir Edward Grey. To him they attribute fact that England took part in the war, and when we left our German friends said: 'Be sure you bring him back with you so that we may shoot him.' In Germany they are selling the most horrid postcards with caricatures of our soldiers and sailors, and one postcard which is very popular among the common people represents the King as Judas."

PARALYSIS IN AUSTRIA-HUNGARY.

Writing of the condition of affairs in Austria-Hungary, the Observer's Vienna correspondent stated during the third week of September:—Commerce and industry are paralysed throughout the Dual Monarchy, and the stoppage of exports threatens to ruin some of the larger industries, notably the sugar trade. Millions of pounds of sugar are sent annually from Austria to Great Britain, India and other countries. Refugees are continually endeavouring to find some means of getting their product to England by indirect routes. Outside Vienna and Budapest the aspect of the whole country is lifeless and apparently denuded of active men, and presents an appearance of stagnation and oppressive quietness. Great factories are completely shut down, furniture, hardware, doors are locked, and not even a watchman is visible in the streets. The small towns are deserted save for a few children here and there, and there are scarcely any workers in the fields. The few who may be seen are chiefly women, and occasionally old men. The unemployed question is assuming serious proportions, especially in Vienna and Budapest. Many hundreds have been given work in the construction of fortifications along the Danube in the neighbourhood of Vienna, and hundreds more have been sent from the towns into the country to work in the fields.

RUSSIA'S ADMIRATION.

People Almost Worship the British Army.

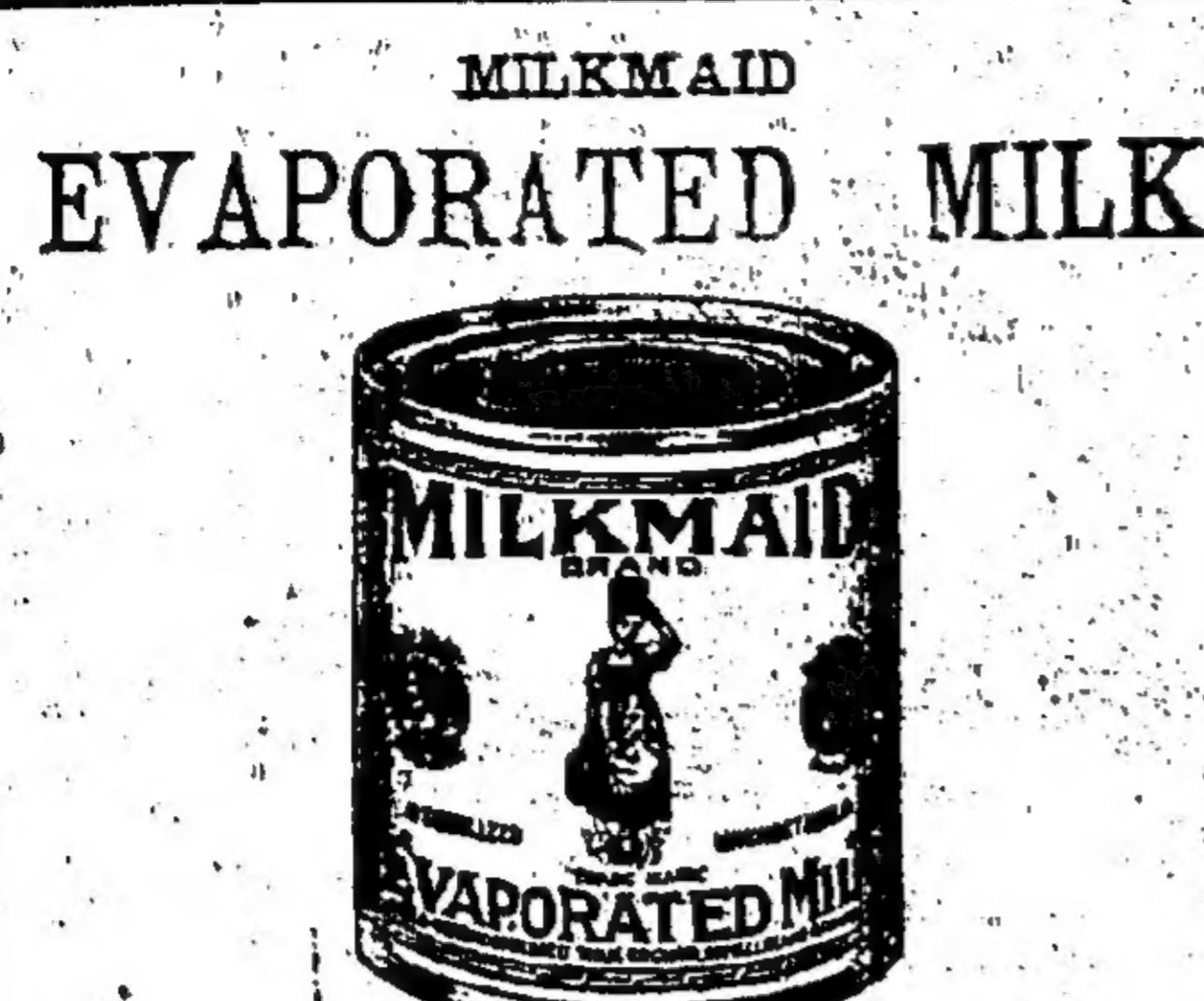
The British Navy is regarded in Petrograd as the saving factor in the general situation, whilst the pluck of the British army during the retirement upon Paris has made it almost an object of worship to the Russian people. This is the statement of the Rev. W. Maxwell Merry, M.A., vicar of St. Michael's, Oxford, who has just returned from the Russian capital, where he had been acting as British chaplain during the summer months.

In Petrograd, Mr. Merry stated to a Standard representative, everybody appears to be contented with the progress that has been made to date. The populace are taking things philosophically, and have tremendous confidence as to the result of the war. The Russians have no doubt whatever of their ability to crush the Austrians. The task before them in Prussia is the one which they treat most seriously. Petrograd has no fear of a naval raid. The approach is too shallow for anything but light craft, and the waters are mined for 25 miles beyond Kronstadt. Telegraphic communication (with some delay) still exists between Petrograd and Great Britain, but little or no news had arrived since the beginning of the war by letter. British newspapers, however, are reaching Russia in fair numbers, and are being presumably having been placed by the Russian authorities in the English censorship.

A FAVORITE RUE DOWN.

THE golfer, the football player and the all-round athlete know the value of Chambordian Pen Kalm. It is just the thing for a rub down after a hard game. All soreness disappears like magic and aches and swelling are cured in one-third less time than by any other treatment. For sale by all Chemists and Sportsmen.

BUSINESS NOTICES.



A FRESH CONSIGNMENT OF "ONES" AND "HALVES" SIZE TINS HAS NOW ARRIVED.
PLEASE APPLY TO THE USUAL STORES.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG
FRIDAY, 13th NOVEMBER.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'
5 P.M. 'KINSEAN' 5 P.M. 'FATSHAN'

SATURDAY, 14th NOVEMBER.
8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'.
5 P.M. 'KINSEAN'.

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by Day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night Steamers from Canton (arrive Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI AN' S.S. 'TAT SHAN'
HONGKONG TO MACAO.
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf. Sundays at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 15th NOVEMBER.
The Company's new Steamer "TAISHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M. and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOI SONG'
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 588 Tons, and S.S. 'NANNING' 585 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamer "LINTAN" and "SANUL." These vessels have superior Cabin accommodation, and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the:—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

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General Merchants

and

Commission Agents,

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

CHEN KWONG & CO., LTD.

GENERAL IMPORT & EXPORT.

CANTON
LARGE WHOLESALE & RETAIL
STORE.

FURNITURE. Draperies, Groceries,
Boot and Shoes.

Mats of Jewellery, Lacquers,
Crockery Ware.

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Cravat Clothes for gentlemen made to
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Large assortment of Chinese Silk and
Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
Goods.

SUP. PAT. POO STREET,
TEL. NO. 1406. CANTON, CHINA.

No. 227, 229, Des Voeux Road
and No. 125, Des Voeux Road Central.

TEL. NO. 611. HONGKONG.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SAILORS AND REPAIRERS, BOILERMAKERS, FORGE
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS,
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 5' 3".

Pumps empty Dock in 2-3/4 hours.

THINER PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for launching ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN L. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,

LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY

DESCRIPTION.

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TELEGRAPHIC ADDRESS:—TAIKOODOCK. TELEPHONE NO. 212.

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Portland Cement

In Cakes of 575 lbs. net.

In Bags of 25 lbs. net.

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GENERAL MANAGERS

Effervescent Saline

For purifying the Blood
and cooling the System.

Refreshing Invigorating

PRICE \$1.00 per bottle.

THE VICTORIA DISPENSARY.

HONGKONG TURKISH BATH & TOILET CO. LTD.

NOW OPEN
LADIES DAYS MONDAYS AND TUESDAYS
CHARGES

Turkish Bath - - - - - \$3
Electric Bath - - - - - 3
Complete Body Massage - - - - - 2
Single Bath - - - - - 75 cts.

FOR MEDICAL BATH DOCTOR'S PRESCRIPTION WANTED

SPECIAL PRICES FOR VOLUNTEER

13 QUEEN'S ROAD CENTRAL, HONGKONG. J. O. SOFFESS, Manager.

"MUMEYEA."

"While you wait" Photography,
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

"Special terms 33% reduction for Vol. 111
and all men in uniform."

No. 8 Queen's Road, Central.

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LIPTON'S

No. 1 Tea 95 cts. per lb. Foochow Buds 80 cts. per lb.

Our own Special Blend of India & China Teas

85 cts. per lb.

Roasted & Ground daily the best Java Coffee

75 cts. per lb.

For absolutely the best Cup of Tea, Coffee, Cocoa; also Scones, Cakes &c.

Procurable in Hongkong—to be obtained only at

THE ALEXANDRA CAFE

LADIES CLOAK ROOM.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years experience. We have two Slipways and can accommodate any
vessel of 200 feet long.

Town Office 43, CORNWALL ROAD, HONGKONG. Telephone No. 422.

Shipyard, Shum-Sai-Po, Kowloon, Hongkong. Telephone No. K. 9.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1914.

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G. FALCONER & CO., LTD.,

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DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES.

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BENSON'S ENGLISH MADE WATCHES.

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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, General Manager

Hongkong, August 12, 1908.

47.

PURE Manila ROPE

STRAND
1" to 15"
CABLE LAID
5' to 15'
4 STRAND
3' to 10'
CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Price, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1914.

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MITSUBISHI SHOGAKUEN
(MITSU BISHI CO.)

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SOLE PROPRIETORS OF TAKASIMA, OONI, MUTABE, YOSHINOTANI, KISHIDAKE, HOJO, KANADA, NAMAKUTA, SAVO, SHINNEN and KAMIYAMA. Collieries.

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into existence in much the same way as did 'La Marseillaise,' but in a time of even greater national stress, in fact, in the last great crisis through which the much-troubled state of Belgium passed before the even more terrible one which confronts it to-day.

The revolution of 1830 was the rising of the Belgian people to end an impossible amalgamation of their country with Holland under the sovereignty of King William, an amalgamation which had existed with constant friction and difficulty since the European settlement following upon Waterloo in 1815. Political conflicts of various kinds brought a tide of intense national enthusiasm upon Belgium which culminated on August 23, 1830, in the hoisting of the old Belgian flag at Brussels, the tearing down of the royal insignia from public buildings, and the declaration of open rebellion. It was a revolt for nationality, not for a change of dynasty. Eventually Belgium was to accept the King offered to them by the Powers assembled in conference in London; all it asked was an independent state, and that it won.

It was during this revolt that Jenneval produced the words of a song fitted to the needs of the hour, claiming justice for his people, having passionate reproach upon the ruling House of Nassau, driving home the appeal of his words with a fervent refrain pointing to 'the tree of liberty.'

Trop généreux en sa colère,
Le Belge qui voulait ses droits;
D'un Roi qu'elle appelaient son père
N'implorait que de justes lois;
Mais lui, dans sa furur étrange,
Par le canon que son fils a pointé
Au sang belge a noye l'orange
Sous l'arbre de la liberté.

That is the second verse of four, all of which strike the same note till the fourth, which rises to a higher plane of feeling than the thoughts of those who have fallen for their country:

Sous l'humble terrre l'on vous range
Dormez, martyrs, bataillon indompté,
Dormez en paix, loin de l'orange
Sous l'arbre de la liberté.

Jenneval himself soon joined the bataillon indompté, for he died fighting at Lierne on September 18, less than a month after the outbreak of revolt.

The tune to which these impressive words were set was composed by François van Campenhout, who, unlike the composer of 'La Marseillaise,' was a trained musician. His works, including six operas, make quite a formidable list, and he was a tenor singer with a reputation which extended at least into France and Holland. His position will account for everything which we feel today to be unsympathetic in the tune itself. 'La Marseillaise' strikes home instantly to every hearer whether he knows the words or not; 'La Brabançonne' may appear to the uninitiated hearer to be nothing more than a fairly energetic march of the jolty kind. Campenhout evidently approached his work from outside, as a musician thinking what would appeal to the people, and writing with that end in view. His work was no doubt perfectly sincere, but it has not the intensity which either Jenneval or Rouget de Lisle brought to theirs. It is obviously influenced by 'La Marseillaise,' it begins with the same anacrusis, its general rhythm is of the same type, but the rhythm once adopted is used with unswear throughout, and it lacks that wonderful suppleness which thrills every heart of the French song.

Campenhout's tune was undoubtedly struck into favor on the strength of Jenneval's words with which it was associated. The actual conditions to which those words refer are long past, and only the spirit behind them remains and rises to meet a situation even more critical than that which Belgium had to meet in 1830. The tune stands to-day as the symbol of that spirit by virtue of its history; but those who hear it for the first time cannot feel that it has the intrinsic qualities which would raise it above the position, a symbol into an adequate artistic expression of that spirit in the way that the tunes of 'God save the King' and 'La Marseillaise' express the respective aspirations of England and of France. In each of these cases the music is self-sufficient; in 'La Brabançonne' the poet spoke through the music and severely required the music to give wings to his message. The patriotism and the pathos of Belgium are summed up in lines by Jenneval which appear upon the title-page of an edition of 'La Brabançonne,' issued shortly after his death. They may fitly end this article:

Qui dort sous son tombeau convert par
Le Vieil.
Des nobles attributs de l'immortalité?
Des simples citoyens dont un mot dit
L'histoire?
Morts Pour La Patrie.

THE DOLLAR MARK

never obscured our idea of
eyeglass service—the first
consideration here is perfect
satisfaction in glasses and
our patrons never find reason
to complain of our charges.We use every scientific
method of value in
testing the sight.FOR ALL EYE TROUBLES
CONSULT US.

Hongkong, May 25, 1914.

INTIMATIONS

AGENCY WANTED.

NANNING, Langhoo, Pooh, Ameri-
can, capable BUSINESS MAN,
fuschi Chinese speaker, WISHES to
REPRESENT WHOLE-SALE FIRM in
above territory. Commission or otherwise.
References or cash guarantees furnished.
E. A. JONES, NANNING.
Hongkong, November 12, 1914. 1187

ST. ANDREW'S SOCIETY.

MEMBERS are notified that application
for Seats for the Concert on ST.
ANDREW'S DAY are coming in rapidly
and that all Seats in the Dress Circle have
been taken.There are still Seats available in the
Stalls (\$3.00) and Pits (\$1.00). Special
seating accommodation will be provided in
the latter part of the Theatre.Applications for Seats should be sent
without delay to:A. L. SHIRKES,
Hon. Secretary.

c/o Messrs. SHEWAN TOME & CO.

Hongkong, Nov. 7, 1914. 1179

NOTICE.

W. & A. GILBEY'S WINES & SPIRITS.

A. S. WATSON & Co. Limited
have been appointed
AGENTS for Messrs. W. & A. Gilbeys
Wines and Spirits.

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15, Morrison Hill Road.

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FRENCH LESSONS

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ESTABLISHED A.D. 1870.

IRON STEEL METAL and HARD
WARE MERCHANTS. Wholesale
and Retail Importers, in Iron and
Foundry Coke Importers, General Store
keepers and Ship Chandlers. Nos. 33 and
34, Queen's Road, Central (Macao) Telephone No. 515.

Hongkong, September 4, 1914.

JAPANESE MAKERS.

Every kind of Footwear.

MADE
TO
ORDER

A. S. WATSON & Co. Ltd.

Hongkong, Oct. 22, 1914. 1114

15, Morrison Hill Road.

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DON'T Forget after the Show, Copper
and Light Refreshments.ALEXANDRA CAFE
Open 'Til Midnight.

Hongkong, March 21, 1914.

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MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, General Manager

Hongkong, August 12, 1908.

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etc., etc.

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HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENT

Hughes and Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

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General Brokers.

PROPRIETORS

"TO-KWA-WAN"
COAL STORAGE.

Codes used:
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AL. TELEGRAPHIC CODE.

Telegraphic Address
METRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
on

SATURDAY,

the 14th November, 1914, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of

Ice House Street,

A LARGE QUANTITY OF SWATOW DRAWN THREAD WORK, EMBROIDERIES, &c., &c.

Comprising:-

Bedspreads, Table Cloths, Napkins, Tray Cloths, Doilies, Sideboard and Cushion Covers, Blouses, Dress Lengths, Embroidered Curtains, Hand Bags, Mandarins, Costs, Shawls, Silk Goods, etc., etc., etc.

Also

Oppresses, Mandarin Feathers, Hand Bags and Silk Goods.

(Full Particulars from Catalogue.)

Terms:-As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Nov. 10, 1914. 1183

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
on

MONDAY,

the 16th November, 1914, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of

Ice House Street.

A QUANTITY OF VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, &c., &c.

As follows:-

TEAKWOOD, &c.—Drawing Room Suites, One Bedroom Suite and Dining Room Furniture, Arm-chairs and Sofas, Carpets and Rugs, New Brass and Brass-mounted Bedsteads, Toilet Tables, Wardrobes, Washstands, &c., Side-boards, Diner Wagons, Extensive Dining Tables and Chairs, etc., etc., Diner and Dessert Services, Crockery, Glass and Sundries, Etc., Ware, Cooking Stoves, Cutlery, etc., etc.

Also

Three Pinios, Marble Clocks, several Iron Safes, etc., etc., etc.

Catalogues will be issued.

Terms:-As usual.

HUGHES & HOUGH,
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Hongkong, Nov. 10, 1914. 1182

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(for account of the concerned),
on

WEDNESDAY,

the 18th November, 1914, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of

Ice House Street.

A LARGE QUANTITY OF CHINESE PORCELAINS, &c., &c., &c.

Consisting of:-

Old Blue and White, 5-Coloured, Powder Blue, Coral and Sang-de-boeuf, Jars, Vases, Wall Plates, Tea Cups, etc., etc.

Also

Old Ivory Carvings, Old Ivory Carvings and Silk-embroidered Pictures and Kake-monos, etc., etc., etc.

Catalogues will be issued.

Terms:-As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Nov. 11, 1914. 1184

HORLICK'S MALT MILK.

THE FOOD DRINK FOR ALL AGES.

A delightful beverage, instantly available by the addition of hot or cold water only.

NO COOKING REQUIRED.

Supplies ample nourishment to meet the needs of all ages and conditions from Infancy to Age.

NO ADVANCE IN PRICES.

In 3 Sizes, of all Cheviots and Stores.
HORLICK'S MALT MILK CO., Slough, Bucks. ENGLAND.

DEATH OF A BATTERY.

GHASTLY RELICS OF FIERCE ENGAGEMENT.

Contrasts and Surprises.

William Maxwell, writing from France September 17, jotted down the following descriptive article to the Daily Telegraph:

Across the open upland stretches a line of monoliths, a though a monstrous army of devils had borrowed under the golden sun, the reapers had left. They begin close to the road—one, two, three, four, thirty, forty—I ceased to count.

They are not monoliths, after all; they are crevices of earth, breast, high, deep, rugged with scars, without. Before and behind the ground is torn and pitted and sown with fragments of steel and bulletts of lead. Surely some demon must have filled these broad fields. And what a litter is here—slivers of brass, wicker baskets, filled with shells, torn tunics and shirts, bulletts, blood-stained caps, empty bottles and tins, scraps of dirty paper, tiny bags of black powder in large crystals, charred gunnery, shrapnel bulletts, broken biscuits, potatoes, chickens long past the cooking stage, cases of cartridges, picture cards—one giving a view of the "new St. Thomas' Hospital," opened by her Majesty the Queen, 1871. Who carried this ancient picture card into battle? Was it the crew of the last war on the same soil? A parapet, torn and overruled, tank, a red blanket, some crimsoned stripe of lace, and a bunch of cotton wool that fell to the ground.

Driven from the trenches, the French sought the cover of the farm behind them; but the walls are often a scare, as many foots d'arrest, and even some ruined fortresses, have shown since this war began.

CARNAGE AND DEVASTATION.

When I came to Nogent the fight was over; the farm was a facing ruin, and near the iron gate, that looked like a sieve, so riddled was it with shrapnel and rifle bulletts, lay a French soldier, whom death had overtaken on the threshold of this treacherous abode. Within was a horrible scene of carnage and devastation.

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DRIVEN FROM THE TRENCHES.

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THE AIR IS CHARGED WITH THE SICKENING ODOR OF DEATH.

To these ghastly fields about Poissieux I came through haunting houses. Men in grey and blue lay on the roadside—some as though they had fallen down to rest and would spring to their feet at the trumpet's sharp summons; others as though a savage beast had struck on them unaware and mauled them to death; others as though the lightning had struck and left only charred remains. One man was kneeling over these, with a cross of branches—the grave of a gallant officer beloved by his men. The air is charged with the subtle and sickening odor of death.

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BY TELEGRAPH.

(Reuter's Service to the China Mail)

THE PROGRESS OF THE WAR.

REAR-ADMIRAL TROUBRIDGE FULLY ACQUITTED.

STEADY ADVANCE OF THE ALLIES.

PARLIAMENT OPENED BY THE KING.

REAR-ADMIRAL TROUBRIDGE FULLY ACQUITTED.

LONDON, Nov. 12.

A Court Martial has fully acquitted Rear-Admiral Ernest Troubridge, C.B., C.M.G., M.V.O., Captain and Chief of Staff of the Mediterranean Squadron, for alleged neglect in connection with the escape into the Dardanelles of the German warships "Goeben" and "Breslau."

PARLIAMENT OPENED BY THE KING.

Speech From The Throne.

LONDON, Nov. 11.

H. M. The King opened Parliament today in person, but with diminished ceremonial. Troops from the Dominions and from India lined the route to the Houses of Parliament.

The King's Speech ran:—

"The energies and the sympathies of my subjects in every part of the Empire are concentrated on the prosecution of the war to a victorious issue. My Mussulman subjects know well that the rupture with Turkey was forced upon me, against my will. I recognise with appreciation and gratitude the proofs they have hastened to give me of their loyalty, devotion and support."

My Army and Navy continue to maintain in full measure their glorious traditions.

We watch and follow their steadfastness and valour with thankfulness and pride. There throughout the Empire a fixed determination to secure, at whatever sacrifice, the triumph of our arms and the vindication of our cause. Due financial provision will be asked for the effective conduct of the war, and only measures will be submitted for the attainment of the great purpose on which the efforts of the Empire are set."

The speeches and addresses were noteworthy for their non-party spirit. Mr. Bonar Law, Leader of the Opposition, emphasised that there would be no amendment and only a non-partisan discussion. He considered the Allies' position good and said their resources were far greater than those of their enemies. Already the economic effect of the war was being felt in Germany.

Mr. Asquith, the Prime Minister, expressed his warm appreciation of the tone of Mr. Bonar Law's speech and of the Empire's world-wide sympathy. The war, he said, might last a long time, but the longer it lasted the more would the great resources of the Empire be available. The Empire was on its trial, but we could confidently hope to emerge champions of a just cause.

The House of Lords has adopted the Address.

BANK OF ENGLAND'S IMMENSE GOLD RESERVE.

LONDON, Nov. 12.

The Rt. Hon. F. Huth Jackson, P.C., a Director of the Bank of England, announced at a meeting of the Institute of Bankers that the gold reserve of the Bank of England stood at the unprecedented figure of sixty-nine and a half millions.

THE RUSSIANS STILL ADVANCING.

LONDON, Nov. 12, 2.30 p.m.

A Petrograd official message states that the Russians are nearing the Mazurian Lakes. In the region of Eastern Prussia there have been battles in the Goldap, Mlava and Soldau districts favouring the Russians.

The vigorous Russian offensive continues in Galicia.

THE TURKS ROUTED.

Nov. 12, 1.35 p.m.

An official announcement in Petrograd states that the Russians have turned the Turkish attempted outflanking movement at Koepriskei into a rout, capturing prisoners and ammunition.

The Russians have occupied the Alsachkort Valley.

AMNESTY FOR SOUTH AFRICAN REBELS.

LONDON, Nov. 12.

A telegram from Pretoria states that the South African Union Government, in a Proclamation, promises an amnesty to the rebels surrendering themselves before the 21st inst., the leaders of the rebellion excepted.

THE STRUGGLE IN FRANCE AND BELGIUM.

Fierce Fighting.

LONDON, Nov. 11, 6.30 p.m.

To-day's Paris communiqué says:—

"On our Left Wing the battle was resumed yesterday with the greatest intensity from Nieuport to the Lys. Our front in a general way has been maintained despite the violence and strength of the German attacks against our points d'appui."

We re-occupied Lombartzyle and advanced beyond this point.

The Germans, however, towards the end of the day succeeded in taking Dixmude. We continue to hold the outskirts of the town and hold the canal from Nieuport to Ypres. The canal has been strongly occupied.

The struggle was of the fiercest character at these points.

The British were also attacked at several other points, but every where they stopped the enemy.

There is no change on the remainder of the front, except progress by our troops northward of Scarsone and westward of Vailly. Otherwise the weather only allowed action in detail, which was favourable to our arms."

We especially hustled the enemy at Conincourt, north of the Forest of Parc."

BY TELEGRAPH.

LONDON, Nov. 12, 1.30 a.m.

The official statement issued at Paris at 11 o'clock last night says: "The enemy throughout the day continued yesterday's effort without achieving any fresh results."

They made a counter-attack on Lombartzyle but were repulsed.

The enemy also made vain attempts to debouch from Dixmude on to the left bank of the Yser.

"There is nothing new to report from the rest of the front."

H.M.S. NIGER SUNK BY A SUBMARINE.

LONDON, Nov. 12, 1.30 a.m.

It is officially announced that H.M.S. Niger was torpedoed by a submarine in the Downs and foundered.

All the officers and 77 of the crew were saved. Four men were injured. It is believed that none perished.

H.M.S. Niger was a torpedo gunboat of 810 tons displacement. She was completed in 1894.

RUMOURED SINKING OF U.S. CRUISER BY TURKISH MINE.

LONDON, Nov. 12.

There is an unconfirmed rumour in Washington that the United States cruiser North Carolina has been sunk by a Turkish mine at Beirut.

MASSACE OF SENLIS.

GARMENTS FOR THE TROOPS.

Mayer and Citizens Forged to Enclose Before Their Graves.

The following are some details of the conduct of the enemy in occupation of three of the small towns to the north of Paris:—

At Senlis, it is stated, on what appears to be good authority, that a powder shot one German soldier and wounded another as the forces entered the town.

The German command then assembled the Mayor of the town and the other leading citizens, and forced them to kneel before a gun which had already been discharged. Requisition was made for various supplies, and the six citizens were then taken to a neighbouring field and shot.

According to the corroborative evidence of several independent persons, twenty-four people, including women and children, were shot.

The town was then pillaged and was fired in several places before it was evacuated. It is believed that the cathedral was not damaged, but many houses were destroyed. Casualties were made for various supplies, and the six citizens were then taken to a neighbouring field and shot.

At Crepy on September 3 various articles were requisitioned under threat of a fine of 100,000 francs for every day's delay in the delivery of the goods. The following list shows the amount and natures of the supplies demanded and also the actual quantities furnished:—

REQUISITIONS. FURNISHINGS.

Flour 20,000 20,000
Dried veg 5,000 500
Coffee 1,000 800
Salt 1,000 2,000
Oats 100,000 30,000
Red wine (litres) 2,500 (litres) 2,500

All smoked meats, ham, cloth, new boots, tobacco, m. biscuits, handkerchiefs, shi ts, braces, stockings, horse shoes, 15 motor tyres, bicycles, motor cars, petrol.

Immediately on arrival a Proclamation was issued by the commander of the German division. The main points were:

That all arms were to be handed in at the Town Hall at once.

That all civilians found with arms would be shot at once.

That no person was to be in the street after dark.

That no lights were to be maintained in the houses or streets at night.

That the doors of all houses were to be left open.

That the inhabitants were not to collect in groups.

That any obstruction of the German troops or threatening of them would be immediately punished by death.

That German money was to be accepted at the rate of one mark for 1f. 25c.

At Villers Cottets the Mayor appears to have behaved very judiciously, and though supplied for in excess of the capabilities of the place were demanded, the town was not seriously damaged.

The Germans "execute" the place on September 11 in such a way that they left behind a large amount of the bread requisitioned. It was stated by the inhabitants that the enemy destroyed and abandoned fifteen motor lorries, seven guns and ammunition wagons.

TRADE WITH GERMAN FIRMS IN THE EAST.

To the Editor of the "Manchester Guardian."

Sir,—In your to-day's issue we observe a long list of German and Austrian firms who are reported by the British Consul-General in Shanghai to be, as the report reads, "open for business." Presumably this information has been supplied in response to the request by cable of last month of the Manchester Chamber of Commerce asking the Shanghai Chamber of Commerce "kindly to ascertain and cable names of German and Austrian firms in Shanghai who are still working, and who pledge themselves to make existing engagements by prompt acceptance and payment of drafts."

The most fitting comment on the situation is yours reply to your correspondent "Aixius" on page 6, also of to-day's issue, that "it would be legal for him to receive money from a German branch in Shanghai, but that it is more than likely that by German law, the branch would be prevented from making engagements by prompt acceptance and payment of drafts."

The most fitting comment on the situation is yours reply to your correspondent "Aixius" on page 6, also of to-day's issue, that "it would be legal for him to receive money from a German branch in Shanghai, but that it is more than likely that by German law, the branch would be prevented from making engagements by prompt acceptance and payment of drafts."

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FRIDAY, NOVEMBER 13, 1914

8

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

STEAMERS	TO SAIL:	STEAMERS	
CHINAHAN, MOJI, KOBE (NAGOYA), & YOKOHAMA	18th Nov.	ABOUT FREIGHT AND PASSENGERS	
Capt. W. H. SWINN	18th Nov.	ABOUT FREIGHT AND PASSENGERS	
SHANGHAI	18th Nov.	ABOUT FREIGHT AND PASSENGERS	
Capt. A. L. VALENTIN	18th Nov.	ABOUT FREIGHT AND PASSENGERS	
LONDON, VIA USUAL PORTS	NUHUA	18th Nov.	ABOUT FREIGHT AND PASSENGERS
Capt. A. B. GARDNER	18th Nov.	ABOUT FREIGHT AND PASSENGERS	
LONDON & GENOA, NELLORO	ABOUT FREIGHT AND PASSENGERS		
IN STORE, PANG, CHENG, & NELLORO	25th Nov.	ABOUT FREIGHT AND PASSENGERS	
Capt. J. GAUNT	25th Nov.	ABOUT FREIGHT AND PASSENGERS	

Subject to immediate alteration without Notice.

All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect W.A.R. Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

SAILINGS TEMPORARILY WITHDRAWN.

The "EMPEROR OF RUSSIA" and "EMPEROR OF ASIA" are new quadruple screw 21,000 tons steamers of 18,850 tons gross—30,825 tons displacement—the finest, fastest and most luxuriant in the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamer.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES. HONGKONG TO LONDON.

EMPEROR OF RUSSIA } Optional Atlantic Port £71.10.

EMPEROR OF ASIA } do " do 285.

EMPEROR OF INDIA } do " do 285.

EMPEROR OF JAPAN } do " do 285.

MONTAGUE—Intermediate service—First class railway, second cabin

Australasia, via Canadian Atlantic Port £243.

Boston or New York £243.

Meals and sleeping car charges Canada not included in any of above rates. If required such will cost £8 additional.

Passenger purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co.

To Toyo Kisen Kaisha Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. ORADDICK, General Traffic Agent,

Corner Pader Street and Praya (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM COLOMBO:

25th November. Connecting with "GUJARAT" 17th December.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED.

MANAGING AGENTS.

NATAL LINE OF STEAMERS

MAKING CARGO ON THROUGH BILLS OF LADING TO SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO. LTD.

Proposed Sailings from Hongkong

Steamer from Hongkong. On or about Connecting at Calcutta with on or about

For Freight and further particulars apply to DODWELL & CO. LTD. Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS VIA PORTS AND SUZ CANAL (With liberty to call at the Malacca Coast).

FOR NEW YORK VIA PANAMA CANAL

For Freight and further particulars apply to DODWELL & CO. LTD. Agents.

THE NANYO YUSEN KUMI (SOUTH SEA MAIL S. S. CO.)

Regular Services of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. HORUTO MARU, For Sports, Batavia, Cebu, Samarang & Sourabaya 22nd Nov.

S.S. BANU MARU, For Moji & Kolo 21st Dec.

S.S. BIJIN MARU, For Sports, Batavia, Cebu, Samarang & Sourabaya 22nd Dec.

For Freight and Passage apply to DODWELL & CO. LTD. Agents.

DODWELL & CO. LTD. Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27,000 tons MANCHURIA 27,000 tons

KOREA 15,000 tons SIBERIA 18,000 tons

CHINA 10,200 tons NILE 10,000 tons

PERSIA 8,000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. MONGOLIA, Sailing TUESDAY, 1st Dec., 1 p.m.

S.S. PERSIA (via Manila) WEDNESDAY, 16th Dec., 12 noon.

S.S. BOREA TUESDAY, 22nd Dec., 1 p.m.

S.S. SIBERIA TUESDAY, 29th Dec., 1 p.m.

These steamers are famous for their modern equipment, comforts, and the superiority of the cuisine, which is under the personal supervision of Mr. Michael, the world-famous caterer.

Each steamer is equipped with electric light and running water. Berths provided with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not to mention throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

E. C. MORTON, Agent.

King's Building (opposite Blake Pier), Telephone No. 141.

SHIPPING

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS SAILING TO SAIL

SWATOW & BANGKOK CHINCHING Nov. 14, at 4 p.m.

SHANGHAI LIANGCHOW Nov. 15, Daylight.

MANILA, CEBU & ILOILO TANSHO Nov. 17, at 4 p.m.

SHANGHAI KANCHOW Nov. 17, at 4 p.m.

SELANGHAI HUICHOW Nov. 19, at 4 p.m.

WHEHAIWEI & TIENTSIN HUICHOW Nov. 21, at 4 p.m.

MANILA, CEBU & ILOILO TANSHO Nov. 24, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

CHINA LINE. Twin Screw Steamers "Anhui," "Oban,"

"Shaching" and the S.S. "Liangchow," "Lachay," and "Yinchow," having excellent

accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, taking Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 32.

SHIPPING



STEAM FOR STRAITS, Ceylon, Australia, Colombo, Egypt, Maditeran, Ranean Ports, Plymouth and London.

Through Bill of Lading issued for BATAVIA, Persian Gulf, continental American and South African Ports.

THE Steamship "NURIA," carrying

His Majesty's Mail will be

despatched from this port for BOMBAY on FRIDAY, the 20th November, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Medina" from Colombo. Passengers accommodation in which vessel is

second class, and the same will be transhipped as Colombo into the mail steamer proceeding

to Marseilles and London. Other

Cargo for London etc., will be conveyed

via Bombay and transhipped to the

via London, or to Paris, due in London on 1st January, 1915.

Parcels will be received at this Office

until 4 p.m. the day before sailing. The contents and value of all packages are

required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, Nov. 6, 1914.

NOTICES TO CONSIGNEES:

SHIRE LINE OF STEAMERS LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship CARDIGANSHIRE.

Consignees of cargo ex the above steamer are hereby informed that their goods have

arrived to-day per s.s. "GLENDALE."

JARDINE, MATHERSON & CO., LTD.

Telephone No. 215.

JARDINE, MATHERSON & CO., LTD., General Manager.

Telephone No. 316.

THE ROYAL MAIL STEAM PACKET COMPANY.

FROM PORTLAND, SEATTLE & VANCOUVER.

THE Steamship MONMOUTHSHIRE.

The above steamer having arrived, Cons

signees of cargo hereby notified to send

in their Bills of Lading for counterpart

and to take immediate delivery of

the cargo immediately discharged or remaining

on board after 5 p.m. on 7th instant, will be

loaded at Gangeswar's risk and expense

and delivery must then be taken from the

wharves and/or extra hazardous

of the Hongkong and Kowloon Wharf and

Godown Co., Ltd.

No Fire Insurance, whatever will be

effected.

No claim will be recognized after the

goods have left the steamer or Godown

and all goods remaining undelivered on

15th instant, will be subject to retn.

All chaffed and otherwise damaged cargo

must be left on board or in Godown, and

examination of same will be held on 13th

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Books Used: A. A. B. C. Fifth Edition, Engineering First and Second Editions, Weather Color, and Watson's
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians,
ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light Steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SHIPS ARE AS FOLLOWS

NAME OF DOCK OR SHIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH MOVED IN AN ORDINARY SPRING TIDE	RISE OF TIDE SPRING	RISE OF TIDE NEAP
KOWLOON					
No. 1 Dock, Kowloon	707	10' 6"	30'	7' 6"	
No. 2 Dock, Kowloon	251	7' 4"	18' 8"	7' 6"	
No. 3 Dock, Kowloon	251	7' 4"	18' 8"	7' 6"	
No. 4 Dock, Kowloon	251	7' 4"	18' 8"	7' 6"	
Patent Slip, No. 2, Kowloon	251	7' 4"	18' 8"	7' 6"	
TAI-KOK-TSU	665	88	30'	7' 6"	
Commodore's Dock					
ABERDEEN					
Hopewell Dock, Lamont Dock	130	84	15'	7' 6"	

Please Address Enquiries to the Chief Manager.

1467

R. M. DYKE, B.Sc., M.I.M.E., Kowloon Dock, Hongkong.

KOWLOON-CANTON RAILWAY.

Time Table - From 1st October 1914.

OUT

	Oct	IN	OUT	IN	OUT
Kowloon	6.50	9.42	9.40	11.55	2.00
Wing Hom	6.54	9.44	11.59	2.04	—
Lo Ma Tsui	6.59	9.50	11.33	2.09	—
Shu Tin	7.10	10.02	11.48	2.20	—
Tai Po	7.23	10.22	11.02	2.33	—
Tai Po Market	7.27	10.27	11.08	2.37	—
Fan Ling	7.36	10.37	11.19	2.46	—
Sheung Shui	7.39	10.40	11.22	2.50	—
Sham Chung	7.44	8.30	10.45	11.40	2.54
Castor	—	—	—	11.20	2.65

— Will stop at Sheung Shui, on notice being given to the guard at Kowloon.

Golfer Train, Sundays and Public Holidays.

Kowloon 8.45 a.m. Tai Po 9.15 Sheung Shui 9.30

Sha Tau Kok Branch.

OUT

	OUT	IN	OUT	IN	OUT
Fan Ling	Dep. 6.05	8.50	12.30	3.30	
Sha Tau Kok Arr. 7.00	9.15	1.25	4.15		

HOTELS

KINGSCLERE HOTEL,
HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour. Numerous quiet suites with luxuriously fitted Bathrooms, Telephones and Electric Fans. Telephones in Bedrooms and Sitting-rooms throughout. Telephone No. 1122. Cable Address: "Sachels". A. A. B. C. Code 5th Ed. Hongkong, September 1, 1906. 12th

KING EDWARD HOTEL

Central Location. All Electric Tram Pass Enhance. All Electric Lamps and Lighting, European Baths and Sanitary Fixtures, Hot and Cold Water System throughout. Best of Food and Service.

TELEPHONE 373. R. H. NORTE.
TELEGRAPHIC ADDRESS: "VICTORIA". Manager.PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

7.00 a.m. to 8.00 a.m. Every 15 minutes. 8.00 a.m. to 10.00 a.m. Every 15 minutes. 10.00 a.m. to 11.00 a.m. Every 15 minutes. 11.30 a.m. to 12.45 p.m. Every 15 minutes. 12.45 p.m. to 1.15 p.m. Every 10 minutes. 1.15 p.m. to 2.15 p.m. Every 10 minutes. 1.45 p.m. to 3.15 p.m. Every 10 minutes. 3.00 p.m. to 5.00 p.m. Every 10 minutes. 5.00 p.m. to 6.10 p.m. Every 10 minutes. 6.10 p.m. to 8.10 p.m. Every 10 minutes. NIGHT CARS. 6.55 p.m. and 9 p.m. 8.30 p.m. to 12.00 p.m. every half hour. 11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNAT. 7.45 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.30 a.m. to 11.45 a.m. Every 10 minutes. 12.00 p.m. to 1.15 p.m. Every 10 minutes. 1.45 p.m. to 2.00 p.m. Every 10 minutes. 2.00 p.m. to 2.30 p.m. Every 15 minutes. 2.30 p.m. to 3.00 p.m. Every 10 minutes. 3.00 p.m. to 3.30 p.m. Every 10 minutes. NIGHT CARS. on Week Days.

SATURDAY.

Extra Car at 12 midnight. SPECIAL CARS by arrangement with the Company's Office, ALEXANDRA CAFE' The York Road Central. JOHN D. HUMPHREYS & SON, General Managers.

S I E N T I N G.
Surgeon Dennis.
No. 14, D'AGUILAR STREET.TERMS VERY MODERATE
Consultation.

EXCHANGE.

Hongkong, November 13, 1914.

On London—
Bank Wire 1/- 8/-
,, On demand, — 1/- 8/-
,, 30 days' sight, — 1/- 8/-
,, 4 months' sight, — 1/- 8/-
Documentary, 4 months' sight 1/- 8/-On Paris—
On demand, — 214
Credit, 4 months' sight, —
On demand, —
On New York—
On demand, — 142
Credit, 60 days' sight, —
On Bombay—
Wire, —
On demand, — 123
On Calcutta—
Wire, —
On demand, — 1291
On Singapore—
On demand, — 733
On Manila—
On demand, — 844
On Shanghai—
On demand, — 771
30 days' sight (private paper), —
On Yokohama—
On demand, — 842
Gold Leaf, 100 fine (per cent) — 263.30
Scorpio (Banks' Buying rate) \$11.40
Silver (per cent) — 22.1
Bar Silver in Hongkong — 6 4 p.m.
Chinese Copper Cash — per cent
Chinese Copper Cent — per cent
Chinese Silver Cent — per cent
Chinese Sub. Coin — 24.24
Hongkong Sub. Coin — 16.74 dia.

HONGKONG TIDES.

The tide-table given below has been compiled at the Naval Almanacs Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Bascule at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Harbour, which has been found to be 4 feet 2 inches below the zero of the tide.

To obtain the depth of water on the tide range at the Victoria Harbour Xard add 3 feet 2 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 5 inches to the height given in the table.

NIGHT CARS. 6.55 p.m. and 9 p.m. 8.30 p.m. to 12.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNAT. 7.45 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.30 a.m. to 11.45 a.m. Every 10 minutes. 12.00 p.m. to 1.15 p.m. Every 10 minutes. 1.45 p.m. to 2.00 p.m. Every 10 minutes. 2.00 p.m. to 2.30 p.m. Every 15 minutes. 2.30 p.m. to 3.00 p.m. Every 10 minutes. 3.00 p.m. to 3.30 p.m. Every 10 minutes. NIGHT CARS. on Week Days.

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No. 14, D'AGUILAR STREET.TERMS VERY MODERATE
Consultation.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

NOVEMBER 13, 1914.—A.M.

Wind, Temperature, Humidity, Force, Weather.

Station, Hour, Barometer, Temperature, Humidity, Force, Weather.

Wind, Temperature, Humidity, Force, Weather.

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